FIVE-YEAR TRANSPORTATION PROGRAM 2004-2008

VOLUME VI

AN

OVERVIEW

OF

STATEWIDE ACCOMPLISHMENTS

2003

Statewide Accomplishments and Benefits

Accomplishments in Highway Programs

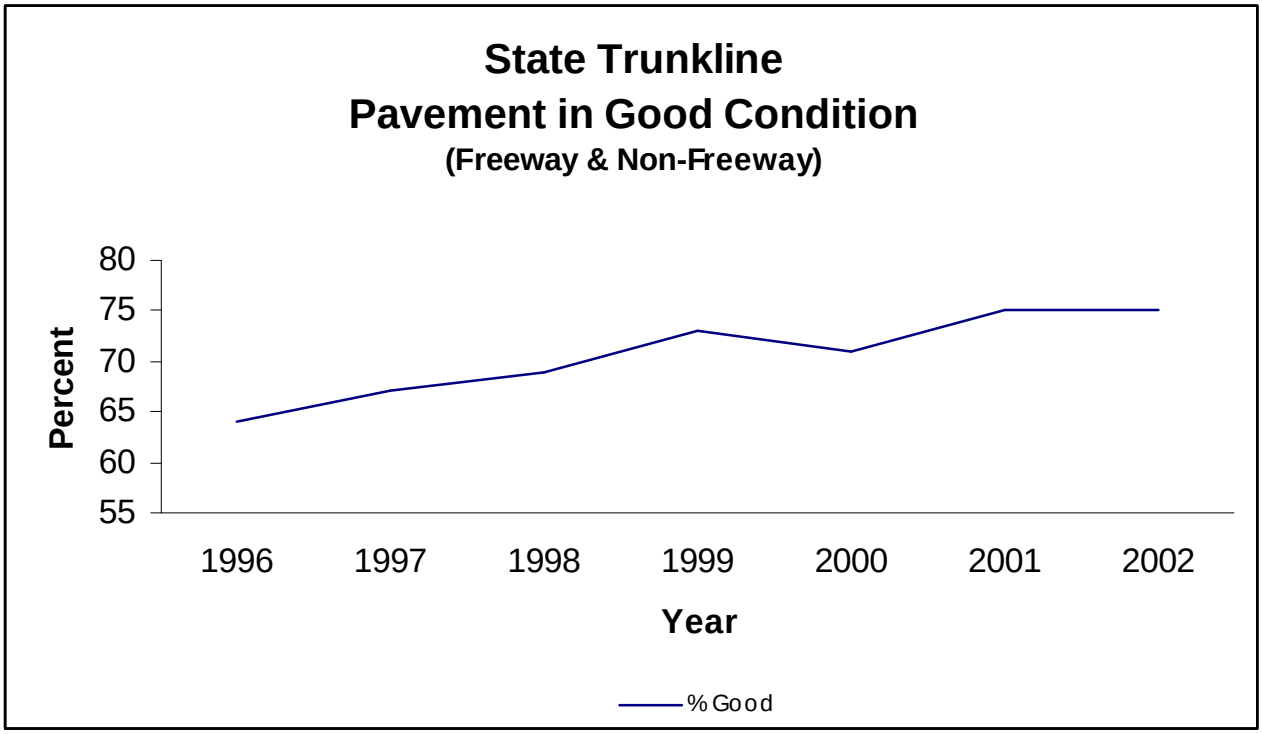
The Michigan Department of Transportation (MDOT) is extremely proud that we continue to deliver an aggressive transportation program to our customers consistent with our commitments and according to the investment strategies identified in our five year programs. Since 2001, 94 percent of the road and bridge preservation program announced in the Five-Year Programs has been completed**.** This translates to approximately 1,325 miles of roadway improved, nearly 50 miles of passing relief lanes constructed, and approximately 975 bridges being upgraded. We have invested more than $3.3 billion in our capital and maintenance road and bridge program.

Our Capital Preventive Maintenance (CPM) and routine maintenance program treated an average of 1,500 miles of highway annually since 2001, while investing approximately $65 million per year. This program increased the life span of these pavements by up to 7 years. For the three years including 2001-2003, MDOT invested an annual average of nearly $230 million in routine maintenance. Routine maintenance activities include mowing, snow plowing, pothole filling, and other such activities.

Pavement Condition

Remaining Service Life (RSL) is a measure of current pavement condition and refers to the number of years a pavement has remaining before major repairs or reconstruction is needed. It is calculated by monitoring and measuring pavement deterioration using MDOT's Pavement Management System (PMS).

Because of the strategies we have employed for fixing our system, MDOT continues to make progress towards meeting the 2007 pavement condition goal that was established by the State Transportation Commission in 1998 of having roughly 90 percent of the state trunkline roads in "good" condition by 2007. The pavement condition of the department's roadways has been improved from 64 percent "good" in 1996 to 75 percent "good" in 2002, as reflected in the following graph**.**

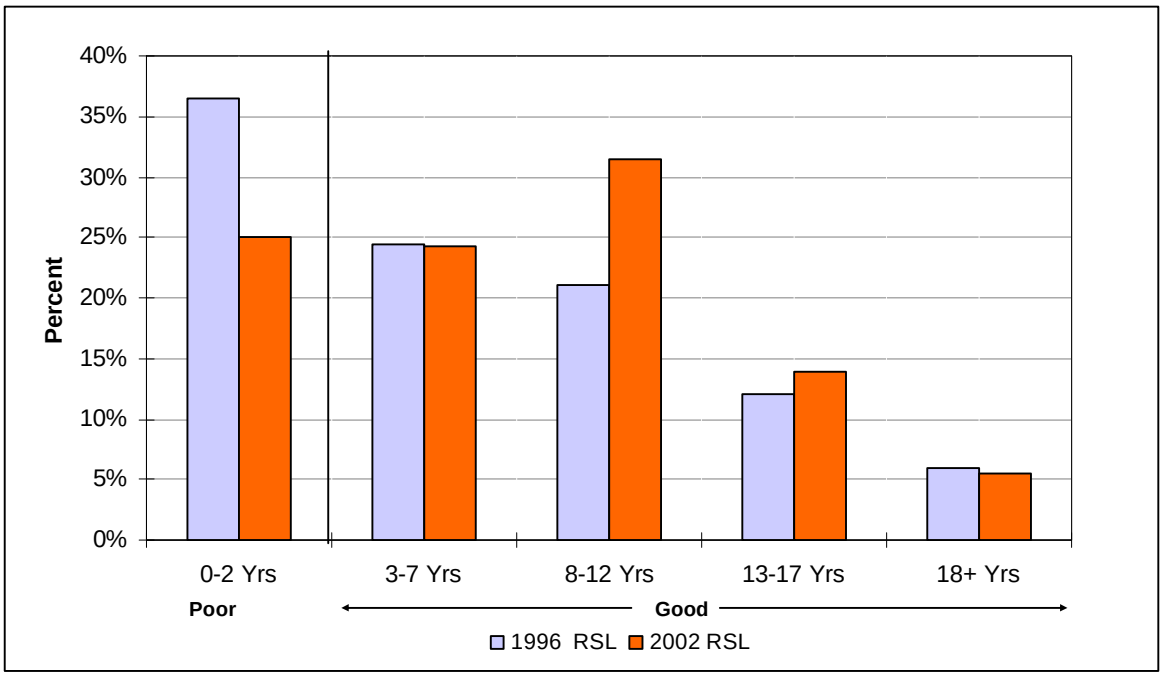


Although we have over 3,000 more lane miles in good condition since 1996, the rate of progress has slowed in recent years. To address these concerns, MDOT implemented the *Preserve First* initiative in 2003, increasing the emphasis on preserving our existing transportation system. *Preserve First* will help ensure continued progress and success in reaching the 2007 pavement condition goal.

In fiscal year 2004, MDOT began implementation of a four-year Non-Freeway Resurfacing Program (NFRP). This program will accelerate progress toward achieving the pavement preservation goal by focusing approximately $72 million on low volume, non-freeway roadways in poor condition from 2004 to 2007.

During the summer and fall of 2003 MDOT enhanced the Road Quality Forecasting System (RQFS) tool to more accurately forecast pavement condition. MDOT has also initiated a process improvement designed to improve the pavement data collection and analysis process. This project is scheduled for completion in fall of 2004.

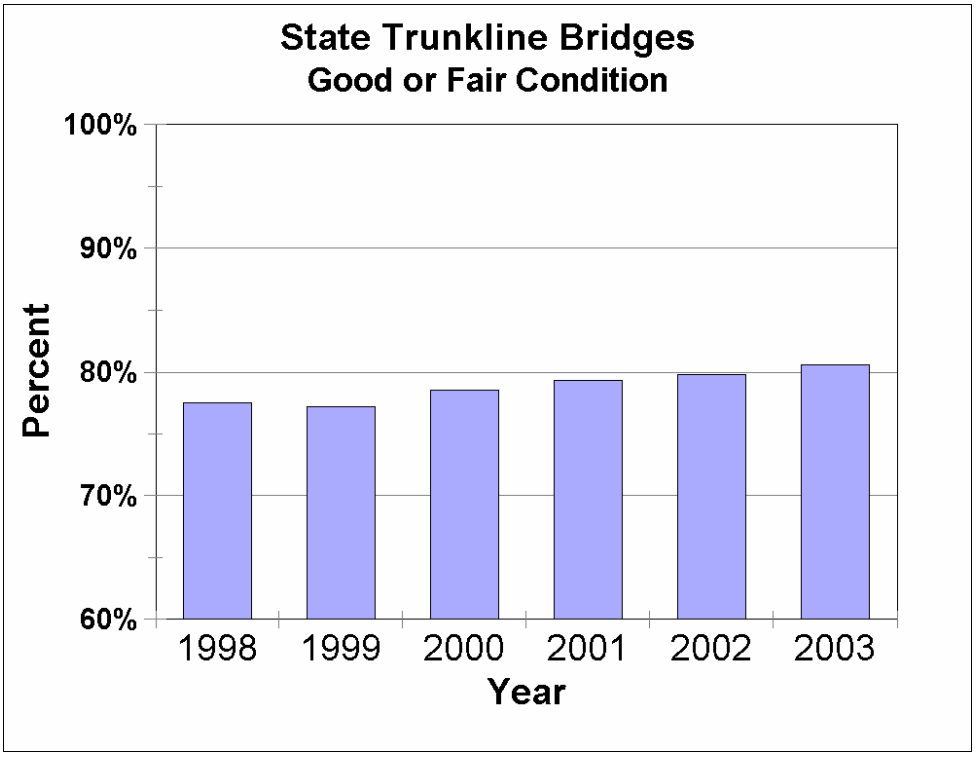
Remaining Service Life Distribution
(1996 vs. 2002)



Between 1996 and 2002, MDOT has reduced the miles of poor pavement by over 11percent. In this same timeframe, the average remaining pavement life of the department's road network has increased by 26 percent, from 6.8 to 8.6 years of average remaining network life. The above bar chart reflects the change in distribution of pavement condition for MDOT's 27,000 lane-mile system.

Bridge Condition

We have just completed the fourth year in our five year transition to full implementation of the Strategic Investment Plan for Trunkline Bridges. In these early years of transition, MDOT has been successful in stabilizing the trunkline bridge network condition, and we are beginning to see improvement. In the past two years, the number of bridges deteriorating from good/fair to poor decreased significantly. As part of the 2003 bridge program, we worked on 384 bridges, of which 198 bridges were preventative maintenance. Due to the long term benefits to the bridge network, we are placing more emphasis on preventative maintenance. We are timing bridge work to coincide with road preservation work, in an effort to reduce the number of times major bridge work is done in a given area.



Capacity Improvements
MDOT also continued construction on many New Road and Capacity Improvement projects that were announced in past Five Year Programs.
Some high-profile projects include:

- **M-6, known as the Paul B. Henry Freeway (South Beltline) in Kent County**
- **I-96, 36th Street Interchange, Kent County**
- **M-84 Delta Road to Pierce Road, Saginaw County**
- **I-96 at Beck Road, Oakland County**
- **M-59 at Adams Road, Oakland County**
- **Ambassador Bridge Gateway Project, Wayne County**
- **M-53 Connector from Van Dyke to M-53, Macomb County**

These projects will provide relief for traffic congestion, improved mobility and local access, and improved travel times.

Highway Programs

I. Safety

Safety is a major priority in the design and implementation of all transportation projects. Part of the design process includes analyzing safety improvements for every project we implement. In recent years, MDOT's comprehensive Safety program has implemented many efforts to improve driver safety. These efforts include:

A. Keeping Vehicles on the Roadway

Running off the roadway is one of the most severe types of crashes. Forty-eight percent of all fatal crashes involve a vehicle departing the roadway. In order to reduce injuries and fatalities due to vehicles leaving the road, several efforts have been targeted in the last five years and will continue in 2004.

1. Improved Driver Guidance

A comprehensive program has been implemented to improve driver guidance and visibility during hours of darkness through improved signing and pavement markings. We have been working with private industry to produce pavement markings with longer life expectancy and improved reflectivity, particularly during wet, inclement night conditions.

Also of benefit to motorists is the use of reflective backgrounds and legends on all new signs. To assure visibility at night, signs are replaced based on age. In the past five years, MDOT has reduced its replacement cycle from 19 years to approximately 15 years as a result of implementing new strategies.

FY 2003 accomplishments include adding 136 million feet of pavement markings statewide and replacing special markings in approximately half of Michigan's counties. MDOT also upgraded signs on 560 miles of non-freeway facilities and 85 miles of the freeway system. In addition, four overhead sign projects were initiated addressing 29 outdated structures and the guide signs that provide directional information to the motorist.

2. Warning for Motorists Who Leave the Roadway

Department analysis has indicated "drift-off-the-roadway" crashes on Michigan freeways are a concern. The analysis revealed 17 percent of the "drift-off-the-roadway" crashes on Michigan's freeways that occurred on roadways without rumble strips, resulted in severe injury or death to at least one crash victim. For comparison, only three percent of all Michigan freeway crashes result in severe injury or death. These types of crashes can be minimized by rumble strip installation in the shoulders.

Michigan's experience shows a 40 percent reduction in "drift-off-the-roadway" crashes with rumble strips in place. In response to the significant crash decrease, MDOT adopted milled-in rumble strips as our standard.

Since 2000, nine stand-alone rumble strip projects were constructed on 466 miles of freeway. These projects prevent an estimated 177 crashes annually, including four fatal and 20 severe crashes.

In 2003, 320 shoulder miles of rumble strips were placed in the Grand Region as part of an evaluation of rumble strip location and efficacy of placing a pavement marking on the rumble strip itself. MDOT believes combining a rumble strip with the pavement marking "edge line" and placing the rumble strip closer to the travel lane will provide two benefits to the motorist. First, the motorist will "feel" the rumble strip sooner, thus providing early warning and second, the pavement marking in the rumble strip will provide improved driver guidance during wet, inclement night conditions. To verify these benefits, a major study is being conducted by Michigan State University.

3. Minimizing the Consequences of Leaving the Road

In addition to strategies to keep vehicles from leaving the road, several efforts have been undertaken to minimize the consequences if a vehicle does leave the road.

The Guardrail Improvement Program has replaced or upgraded deteriorated, non-standard guardrail along 231 miles of roadway in 2003. Crash history has indicated more fatalities and serious injuries occur when impacting the ends of barrier systems. MDOT has placed more than 5,000 guardrail endings during the past five years to mitigate this type of impact.

A major emphasis has been directed towards reducing cross median crashes on freeways. In recent years, this program has funded barrier projects at four locations covering 44.8 miles of freeway medians. These projects have resulted in eliminating all cross median crashes where installed. The estimated crash reduction has prevented 18 fatalities and 45 serious injuries. In 2003, another such project was initiated on I-94 from 23 Mile Road to M-59 (3.7 miles). The estimated crash reduction is three fatalities and 10 serious injuries.

B. Safety Improvement Road Construction Projects

Safety improvement projects are constructed in response to traffic crash analysis. These projects typically involve improving safety at high crash intersections.

During 2003, 20 safety improvement projects were implemented in response to traffic crashes. Of these projects, seven were done as part of the road and bridge programs.

Additionally, $717,300 was spent on minor safety improvements on the trunkline system including minor intersection improvements, culvert extensions, right and left turn-lanes, passing lanes, minor guardrail improvements, and reference markers.

II. Transportation Economic Development Fund

The **Transportation Economic Development Fund** (TEDF), in cooperation with the Michigan Economic Development Corporation (MEDC), awarded 11 projects during fiscal year 2003 totaling more than $17.7 million in TEDF Category A money. These projects support the creation or retention of more than 6,700 jobs in targeted industries in Michigan. The companies served by these projects plan to or have invested nearly $1.91 billion more in improving their current location or expanding to other locations. As a result, an average of $108 of private money will be invested for every $1 of state money.

The TEDF also provided $47.5 million during FY2003, to local agencies to help relieve congestion (Category C) and build a secondary all-season commercial network (Categories D and F) to support the state trunkline system.
In addition, $5 million was distributed to 47 counties in the state to assist in providing access to forest areas for the lumber industry (Category E).

III. Congestion Mitigation and Air Quality

The **Congestion Mitigation and Air Quality (CMAQ**) program invested $115 million in transportation projects in the attainment/maintenance areas of Metropolitan Detroit, Grand Rapids and Muskegon since 2001. Major accomplishments of the CMAQ program during 2003 are listed below:

CMAQ funds continue to provide funding for a massive **Intelligent Transportation Systems (ITS)** effort which integrates information technology, safety, traffic flow improvements, equipment modernization, and air quality improvements. Michigan has the largest and most advanced ITS system in the nation. The operations and maintenance services of the Michigan Intelligent Transportation System (MITS) Center in Southeast Michigan will continue to be funded under special provisions in the federal law with CMAQ funds. State and local partnering with snow removal operations for winter months, as well as Oakland County Traffic Operations Center activities and capital improvements are also funded with CMAQ monies, as well as improved efficiency for on road travel through the ITS systems. Expansion of these successful operations to West Michigan during 2002 will be continued and augmented during 2003.

Expansion and continuation of the operating assistance of the highly successful **Southeast Michigan Courtesy Patrol** continued in 2003. This program assists stranded motorists by removing vehicles from travel lanes, making minor repairs to disabled vehicles, arranging for tows, transporting drivers and passengers, and assisting with local emergency phone calls.

Technological innovations allowed rideshare programs in certain urbanized areas to implement web based ride matching software. The pilots generated interest in the use of this software in statewide applications.

Restructuring of the MichiVan Program and additional technological applications streamlined the program resulting in increased fleet efficiency. The number of vans in operation doubled during 2003.

About **$10 million in transit activities** funded by the CMAQ program have maintained a 100% project letting rate for the second consecutive year.

IV. **Transportation Enhancement Program**

Ten percent of the funding distributed to MDOT from the federal Surface Transportation Program is earmarked in federal law for "Transportation Enhancement Activity" (TE). During FY2003, MDOT awarded $33.1 million in TE funding for 137 projects in communities all across the state.
The 12 categories of TE activity authorized in federal law fall into four general areas. These category areas and the number of FY2003 projects funded in each are:

- Transportation Aesthetics 73 (53%)
- Nonmotorized Transportation 49 (36%)
- Historic Preservation 09 (7%)
- Highway Runoff or Animal Mortality Mitigation 06 (4%)

The federal funding awards generated additional nonfederal investment of $19.6 million—a federal/nonfederal match ratio of 63/37, 17 percent more than the minimum 20 percent required—for a total FY2003 investment in TE projects of $52.7 million.

During FY2003, MDOT began implementing changes to the TE program intended to streamline application and implementation processes and minimize the time required to get projects under construction once funding is awarded. Key features of the new program approach are:

- Open application period (no deadline) and multiple annual award announcements
- Continuous MDOT technical assistance from application through implementation
- Coordination of TE projects with other scheduled construction work including MDOT road projects
- MDOT Transportation Service Center partnerships with communities in project development
- Staged project approval from concept to conditional funding commitment to funding award.

V. Roadside and Aesthetics Program

The Roadside Development Program completed and participated in numerous projects during FY 2003. The primary function of the program is to implement the Rest Area major capital outlay program for MDOT. This includes replacement or major upgrades of the Rest Area facilities. Listed below are the accomplishments and a brief description of the capital outlay projects for FY 2003. This work commits the entire $5 million template scheduled for 2003.

Zeeb Road Rest Area: - Preliminary Engineering funding has been established for the development of a new rest area which will replace the Ann Arbor Rest Area that was eliminated due to the Baker Road interchange project. The site of the new rest area is located near Chelsea and the acquisition of right-of-way is scheduled to proceed during FY2004. Because the original site of the rest area has been changed to a site closer to Chelsea, it will be referred to as the **Chelsea Rest Area**.

Howell Rest Area: - Preliminary Engineering funding has been established for development of a new rest area building and parking expansion. The project is scheduled for a March 2004 letting.

Cadillac Rest Area: - Construction funding in the amount of $1.1 million was established to replace the rest area building, improve parking and upgrade sewer system. Project completion is scheduled for May, 2004.

Muskegon Rest Area: - Construction funding in the amount of $1.3 million was established to replace the existing rest area building and complete associated site work. Scheduled completion of construction work is scheduled for May, 2004.

Fruitport Rest Area: - Construction funding in the amount of $2.2 million was established to replace the existing rest area building, expand and relocate the car parking area, and expand the truck parking area. Scheduled completion is May, 2004.

Carleton Rest Area: During FY 2003, the Roadside Development Program funded the construction of a new water line and connection to the township water system at I-275 in Monroe County. This facility had been closed for a number of years due to the inability to fund and connect to the municipal water system. Through efforts of the Municipal Utilities unit and the Brighton TSC, this project was funded with monies from Roadside Development Program and re-opened to the public in the summer of 2003.

FY 2004 Preliminary Engineering work has begun for projects located in the following areas: Fenton, Belleville, Turkeyville, Nine Mile Hill Area, and the Rockford Rest Area. These projects should be completed by FY2005.

In addition, approximately $1.1 million dollars of major improvements to rest areas and roadside parks statewide was completed during FY2003 and funded through the Maintenance Support Area program.

Aesthetics Program – Context Sensitive Designs for Road and Bridge Projects
Context Sensitive Design" (CSD) or the broader term "Context Sensitive Solutions" (CSS) means a collaborative, interdisciplinary approach involving stakeholders for the development of a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.

The Governor's Land Use Leadership Council recommends that MDOT use CSS for transportation project development. During FY2004, MDOT will continue to obtain public input regarding community interests in areas such as bicycle and pedestrian issues, recreational needs and historical properties to determine how to incorporate this design concept in the design of our facilities.

VI. Carpool Parking Lot Program

The Carpool Parking Lot program continued to grow in 2003. Nearly 3,000 vehicles are parked in our 211 lots statewide on a daily basis, saving over 50 million miles of travel, and over $2.5 million per year. During FY2003, thirteen improvement/expansion carpool parking lot projects were funded totaling almost $779,000 in state funds.

Five new lot constructions were funded, including a Park and Ride lot served by Ann Arbor Transit Authority in Ann Arbor at M-14 and Miller Road which will begin construction in 2004. In addition, six lots were resurfaced, one of which also entailed a light installation, and two lots were expanded, including the lot in Lowell at I-96/M-50.

VII. Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS**)** is the use of technology to improve management of the road system. ITS has been used by MDOT for decades. We have been using Closed Circuit TV (CCTV) cameras, traffic sensors and dynamic message signs (DMS) since the mid 1960s, making Michigan the owner of one of the largest ITS infrastructures in the nation. In Detroit, this complex state-of-the-art telecommunications system is monitored by a traffic management center operated jointly with the Michigan State Police. Similarly, Grand Rapids has a telecommunications system and a control room jointly operated with the city police department. At a huge cost savings, a fiber optic conduit has already been buried under the new M-6 freeway during its construction for establishing a communication backbone.

In FY2003, MDOT continued to fund the operations and maintenance of the Michigan Intelligent Transportation System (MITS) Center in Detroit.

The MITS operations include: The Courtesy Patrol Program which has become very popular throughout the southeast Michigan region and has expanded from 7 to 30 vehicles; ongoing equipment modernization and replacement components of the existing system; expansion of current system to serve Detroit Metro Airport (7 signs and 11 cameras); continued control room operation.

A summary of MITS Center accomplishments for FY2003 include the following:

- In coordination with the Michigan State Police (MSP), MDOT began posting AMBER Alerts for missing children on the changeable message signs (CMS) along the major freeways.

- Developed key sections of an Operations Manual for Incident Management responses, CMS Messages and AMBER Alert messages.

- Improved coordination with local media through instant messaging and installed a new MSP computer aided dispatch terminal for better coordination between MDOT and MSP.

- The MITS Center successfully launched the real-time traffic information website at www.mi.gov/metrodetroittraffic which provides traffic conditions of the major trunklines in the metropolitan Detroit area. Nearly 50,000 hits to the website occurred in the first seven months of operation.

VIII. Asset Management

During the past year, the department has participated as a member of the Transportation Asset Management Council. The Council began the first comprehensive assessment of the condition of the state's federal-aid highways in 20 years. With participation from MDOT, County Road Commissions and our local planning partners, 43,000 miles of federal-aid eligible roads have been reviewed and rated using a uniform process throughout the state's 83 counties. This historic undertaking has been successful because of the enormous dedication of our state and local transportation providers and agencies working together to achieve a common goal.

The asset management concept provides a more holistic and systematic view of our road system, rather than analyzing individual parts of roads under state or local jurisdiction. By examining how the road functions, MDOT will be viewing the system in the same way as the driving public, allowing us to become more customer-oriented.

The Council has established its own web site at http://www.michigan.gov/mdot/0,1607,7-151-9623_10697_22810---,00.html. The results of this major data collection effort can be viewed at this site as well as the minutes of the Council meetings; monthly activity reports; biographies of the members; and the Council's Annual Report to the Legislature and State Transportation Commission.

IX. Access Management

During FY 2003, MDOT Regions reported the completion of five corridor access management plans for a total thirty miles on the state trunkline system. Many local communities are interested in implementing local access management programs. The new MDOT Access Management Guidebook provides guidance on driveway spacing, location and design based on engineering principles which local governments can adopt as part of corridor overlay plans and ordinances.

The MDOT also completed ten statewide training workshops during FY 2003 to promote continued use of the guidebook and the benefits of access management to communities that adopt local access management plans and ordinances. Access management has also been identified as a key component in the departments approach to Context Sensitive Design. Local units of government that wish to establish access management programs in their community should contact the Transportation Service Center in their area.

X. Environmental Justice

Applying Environmental Justice (EJ) principles across our programs ensures that the impacts of projects are not imposed inequitably on certain groups of citizens and that the transportation services provided are done so in an equitable manner to all the citizens of Michigan. This includes our commitment to ensure that groups which traditionally do not have a voice in some of these major decisions are given the opportunity to provide input prior to decisions being made.

As part of this process, MDOT considers demographic and other factors to assist in identifying and addressing disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations.

There are three fundamental principles at the core of environmental justice.

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effect, including social and economic effect on minority populations and low-income populations;

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and

- To prevent the denial, reduction or significant delay in the receipt of benefits by minority and low-income populations.

Through careful planning and proactive involvement, MDOT guarantees the highest quality transportation services to all of Michigan's citizens, regardless of race or income.

MDOT recently developed a draft document entitled Environmental Justice Interim Draft Guidance for Michigan Transportation Plans, Programs and Activities. The document addresses the issue of EJ as it relates to transportation and transportation planning. Further documentation of the ways planning agencies are applying EJ principles in their planning processes will be discussed in FY2004 as many urban areas will begin updating their twenty-five year transportation long range plans.

Accomplishments in Multi-Modal Transportation Programs

The FY2003 Multi-Modal Transportation Services Programs maintain our state's transportation infrastructure by providing funding for capital projects including airport construction and safety improvements, rail line rehabilitation and safety improvements, and acquisition of intercity and local buses. Operating assistance for bus and rail passenger providers allow for the continuation of transportation alternatives for Michigan's citizens throughout the state. Loans to railroad companies or their business clients enhance transportation services and economic development in those locations of the state. Many regulatory functions including inspections of airports, heliports, buses, rail track and crossings, and registration of aircraft, flight schools, aircraft dealers, and bus and limousine companies are also performed.

Highlights of the programs' accomplishments in FY2003 are provided.

AVIATION PROGRAMS

State Aeronautics Fund appropriations, for FY2003, were reduced in light of the economic decline and continuing effects of 9/11 upon state aviation revenues. While several state funded programs or projects were delayed or modified in light of the reduced budget, there were many program accomplishments and continued support for Michigan Aeronautic Commission activities, including its regulatory responsibilities.

Air Service Program

? Small Community Air Service Development – This program assisted the Muskegon County Airport in securing a $500,000 Small Community Air Service Development grant from the USDOT. These funds were used to initiate jet service.

? Airport Awareness – Despite the limited budget in FY2003, all eligible airports continued to receive Airport Awareness grants to increase public knowledge of the airport and its services.

All Weather Airport Access Program

Automated Weather Observation Systems (AWOS) – No new installations occurred but all 29 AWOS located throughout the state, were maintained as required by Federal Aviation Administration (FAA).

Thirty-one outdated pilot weather briefing systems were replaced with new state-of-the-art systems, which improved user ability, services, and lowered costs.

Aviation Safety and Education Program

- Aviation Safety Programs – Programs were conducted at 27 Michigan locations to over 950 pilots in FY2003. In cooperation with the Michigan Association of Airport Executives (MAAE), two training workshops for airport managers were conducted in Ann Arbor and St. Ignace.

Airport Development and Licensing Programs

? Capital Grants – In FY2003, more than 270 grants to Michigan airports were processed. This includes more than $10 million in state and $88 million in federal funds.

? Inspections – Inspections were conducted at 233 public-use airports, 5 public-use heliports, and 106 hospital heliports.

? Registrations – Over 7,000 aircraft, 80 flight schools, and 225 aircraft dealers were registered during FY2003.

? Publications – Published the Michigan Airport Directory and the Michigan Aeronautical Chart. A copy of the chart is mailed free of charge to each of Michigan's 18,714 pilots. The airport directory is provided to owners of all aircraft registered in the State – almost 7,000 in FY2003.

? Permits – Sixteen-hundred Tall Structure permit applications were reviewed.

? Land Use Zoning – The Michigan Aeronautics Commission approved airport compatible land use zoning approach plans for 60 airports in Michigan.

TRANSIT PROGRAMS

MDOT provided over $200 million in FY 2003 to help support the day-to-day operations and a portion of the annual capital needs of Michigan’s public transportation providers. State funds are a critical source of revenue for the transit agencies, non-profit organizations and private sector carriers that provide a basic mobility for many Michigan residents.

Highlights of funding and services provided in FY 2003 include:

- 84 local transit operations, including two new transit agencies, were granted $160 million in operating assistance to provide fixed route and/or demand-response public transportation services used by nearly 88 million passengers.

- 114 public transit agencies and nonprofit agencies, including five new agencies, were granted nearly $4.0 million in operating assistance to provide specialized public transportation services primarily focused on the needs of senior citizens and persons with disabilities with an estimated ridership of 1.4 million.

- Demonstration project funding was awarded to Cheboygan, Emmet, Otsego, and Presque Isle Counties to develop and evaluate expanded transportation services that provide inter-county access to medical/health care facilities, educational/training facilities, and employment centers.

- Through a funding partnership between Federal Transit Administration (FTA), MDOT, the Family Independence Agency (FIA), and the Michigan Department of Career Development (MDCD).

- 49 transit agencies were provided over $2.0 million in state "transportation-to-work" funds for expanded services that help meet the transportation to work needs of low income individuals.

- $29.3 million in appropriated cash and CTF bond revenues were obligated to match federal grant awards for transit agency capital projects. The state funds leveraged $120 million in federal funds and will provide for purchase or lease of 425 revenue vehicles, construction/expansion of ten (10) facilities, and renovation of six (6) transit facilities.

- Over $3.0 million in comprehensive transportation funds helped support the operating and capital costs of Michigan's intercity bus carriers. Seniors, students and low income individuals are often dependent on intercity bus service for tourism based travel and to fulfill family obligations.

MDOT will maintain its transit programs in FY 2004 at approximately the same funding levels as FY 2003. Transit facilities scheduled to begin design or construction in FY2004 include extensive facility renovations by the Detroit Department of Transportation and a unique partnership between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) to develop a joint MDOT Transportation Service Center in the City of Detroit that also includes offices and bus maintenance facilities for SMART.

RAIL PASSENGER AND RAIL FREIGHT

Programs in the Rail Freight Infrastructure and Safety category provide management of approximately 700 miles of state-owned rail lines, provide loans or grants to railroad companies, and others, to improve rail infrastructure or promote economic development. These programs also regulate railroad crossings and provide funding for safety enhancements at those crossings.

The Rail Passenger Program is comprised of two basic parts. The first is the implementation of high speed rail on the federally designated Detroit-Chicago Corridor, and the second is oversight of the operating contracts for the Grand Rapids-Chicago Pere Marquette and the United States portion of the Toronto-Chicago International services. Intercity rail passenger services between Grand Rapids and Chicago, Toronto and Chicago, and Pontiac, Detroit and Chicago link southern lower Michigan communities to the Amtrak and VIA Rail intercity rail systems covering the United States and Canada.

Highlights of both programs are listed below:

Rail Passenger Program

MDOT provided funding to support rail passenger services for Michigan citizens and visitors in a variety of ways during FY 2003. Projects included infrastructure improvements, station restoration and beautification, operating subsidies, track realignments, right-of-way fencing, informational signing, and studies for future improvements. The department coordinates projects with cities and villages along the state's subsidized routes to improve services and increase ridership, promote grade crossing safety, and provide a viable, alternative transportation system to the public.

Highlights of FY 2003 projects and funding include:

- Rail subsidies of $5.7 million to Amtrak for the operation of the *Pere Marquette* (Grand Rapids to Chicago) and the *International* (Port Huron to Chicago).

- Installation of 9,000 wooden crossties and related track resurfacing on the federally designated high speed corridor, between Niles and New Buffalo, to maintain track conditions for 90 miles per hour (MPH) passenger train operation, at a cost of $800,000.

- $200,000 for efforts to eliminate private grade crossings along the high speed corridor. The number of private crossings continues to be reduced each year in preparation for increasing train speeds to greater than 100 MPH.

- A new six-hundred foot platform at the Niles Station was constructed and includes a concrete crosstie replacement and Americans with Disabilities (ADA) approved tactile edges at a cost of $500,000 to restore and beautify this spectacular landmark.

- Funding in the amount of $500,000 was secured for a grade crossing elimination project in Kalamazoo. This project will consolidate three crossings into one.

  The tracks supporting Amtrak travel divide the campus of Western Michigan University (WMU) from the athletic fields and other university activities. This project is a collaboration between several areas of MDOT, WMU and the City of Kalamazoo, which will improve both pedestrian and vehicle safety.

- The City of Jackson was awarded $50,000 for a feasibility study to analyze the possibilities of creating a multimodal transportation center at the existing Amtrak Station.

- MDOT received a Federal Railroad Administration (FRA) grant of $150,000, for a test project involving two innovative grade crossing warning devices. The testing will be the first in the nation and should be initiated in the spring of 2004.

Rail Freight Services Program

The Property Management Program is essential to protecting Michigan's investment in approximately 650 miles of state-owned main line track, bridge structures and other property. Other rail freight services programs are targeted at preserving and improving the state's rail freight transportation infrastructure and enhancing rail service throughout Michigan. FY2003 accomplishments include the following:

- Two state-owned railroad bridges were repaired and MDOT contracted for the replacement of three miles of worn rail and the construction of one mile of siding.

- Fifty-nine railroad bridges were inspected.

- Approximately 41 miles of track were rehabilitated including the rehabilitation of a leased rail yard.

- Four projects were approved for financing under the Michigan Rail Loan Assistance Program (MiRLAP) for a total investment of $620,413 in state funds.

- Five economic development contracts were awarded for a total investment of $225,387 in state funds. It is anticipated that 113 jobs will be created or retained as a result of these projects.

Railroad Safety

MDOT is legislatively mandated to enforce state statutes and laws which govern railroad operation in Michigan. In FY2003, activities to help ensure safe train/highway vehicle operations at public grade crossings and rail facilities throughout the state under this program included:

- Completed 2,458 on-site reviews at public grade crossings in Michigan.

- Completed diagnostic study team reviews involving 78 public crossings and issued 64 "confirming orders" requiring crossing improvements.

Local Grade Crossings

MDOT's local grade crossing program provides state and federal funding for safety enhancements at some of the approximately 5,000 public grade crossings in Michigan, and pursues the closure of redundant grade crossings. In FY2003, accomplishments to improve public safety at Michigan's grade crossings include the following:

- Authorized 55 safety improvement projects at public grade crossings for a total investment of $6.3 million.

- Obtained approvals from six local road authorities to close a total of ten crossings. In addition, 100 unused railroad crossings were identified and scheduled for removal.

- Organized and hosted Surface Repair Task Force meetings.
  This is a collaboration of road agencies and railroads working in partnership to investigate surface repair practices and is intended to develop a "best practice" to incorporate into MDOT's business practices.

Intermodal Facilities

MDOT provided over $1million in state funding for construction or renovation of a number of intermodal (transit/intercity bus) passenger terminals. A major project for FY 2003 was designed and initial construction of a new intermodal bus terminal by The Rapids (Grand Rapids' transit agency) with a total cost of $16 million to be covered by state, federal, and local funds was begun. In Fiscal Year 2004, federal, state and local funding will be used to start construction of new intermodal terminals in Kalamazoo and St. Ignace, and a new bus/rail terminal in Pontiac will be designed.

In FY 2003, MDOT began working with the Detroit/Wayne County Port Authority (DWCPA) to help the DWCPA develop a waterfront dock and passenger terminal along the Detroit River in downtown Detroit. The Port of Detroit has no passenger dock/facilities; however, in conjunction with the General Motors, City of Detroit/State of Michigan initiative to re-develop Detroit's east riverfront, DWCPA is developing this dock/terminal project to service the growing cruise ship industry on the Great Lakes and future passenger excursions. Federal highway funds totaling $6 million have been earmarked for this facility and $1.5 million of Comprehensive Transportation Fund (CTF) bond revenue has been budgeted to match the federal funds. MDOT will continue to assist DWCPA in 2004 as they contract for design of the proposed facility. During FY 2003 MDOT awarded a contract for $500,000 of state funds to the Detroit/Wayne County Port Authority (DWCPA) to fund 50 percent of its operating budget. A similar contract will be awarded to DWCPA in FY2004.

Planning activities have continued for the **Detroit Intermodal Freight Terminal** during the past year, including extensive interaction with the railroads, automotive manufacturers, government agencies, and the public. The purpose of the DIFT project is to support the economic competitiveness of Southeast Michigan and the state by improving freight transportation opportunities and efficiencies for business, industry and the military. The goal is to ensure that Southeast Michigan has a facility or facilities with sufficient capacity to provide for existing and future intermodal demand. The Draft Environmental Impact Statement is scheduled for completion in 2004.

Awards and Recognition

MDOT continues to use its resources in an efficient and innovative manner as evidenced by the many **national and state awards** we have received. During FY2003, five outstanding teams from MDOT earned top national honors from the **American Association of Highway and Transportation Officials (AASHTO**). The five winning teams and designations are listed below:

- MDOT received the award *Best Small Project in the U.S* for reconstruction work completed on the M-11 at M-37 intersection in the cities of Grand Rapids and Kentwood. The award was given by the National Partnership for Highway Quality.

- MDOT received the *Outstanding Civil Engineering Achievement* award for 2003 for the successful M-63/Edgewater Development Project in Benton Harbor and St. Joseph. The award was given by the American Society of Civil Engineers.

- The 2003 Leadership Conference Planning Team won a *Pathfinder Award* which was presented by AASHTO.

- MDOT's FieldManager program won *Best in Breed* by the Center for Digital Government.

- MDOT's FieldManager was selected as a 2003 Computerworld Honors Laureate medal winner, and was one of seven finalists in the Transportation category of the Computerworld Honors 21st Century Achievement Award.

- MDOT's Construction Contracts Bid Letting, Awards, and Payment Team won the *Quality Recognition System* award for improvements to the process of advertising construction projects, taking bids and determining the lowest qualified bidder, awarding the contracts, as well as making timely payments to contractors on those projects.

- Six MDOT projects received the 2003 Asphalt Paving Award For Excellence at the annual Michigan Asphalt Paving Association awards banquet held in December 2003. The projects were located on US-2 in Schoolcraft County, US-127 in Clare County and the City of Mt. Pleasant, M-88 in Antrim County and US-131 in Mecosta County.

- Numerous MDOT employees have received individual recognition through local, state, and national awards.